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V.S.O.P. \$31  
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H. PRICE & CO.,  
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No. 14,070

號十第千肆萬壹第

日三初月肆年九十二緒光

HONGKONG, WEDNESDAY, APRIL 20TH, 1903

叁拜禮

號九十月肆年叁零百九千壹英港香

PRICE, 13 PER MONTH

TWO TABLE SPOONFULS OF  
**WATSON'S**  
**HOUSEHOLD**  
**AMMONIA**  
ADDED TO THE BATH GIVE A  
SPLENDID TONE TO THE SYSTEM.

**A. S. WATSON & CO.**  
LIMITED,  
MANUFACTURING CHEMISTS.  
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**CUTLER, PALMER**  
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Distillations of the  
Finest Scotch Whiskies

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TIME TABLE.

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7.30 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 15 minutes.  
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10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 11.30 a.m. Every 15 minutes.  
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6.00 p.m. to 6.30 p.m. Every 15 minutes.  
6.30 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 7.30 p.m. Every 15 minutes.  
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6.00 p.m. to 6.30 p.m. Every 15 minutes.  
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SHIPPERS TO CHINA FOR 75 YEARS.

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Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

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11 Years old the finest quality shipped.

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MULBERRY, GRENADINE, CHERRY, GOOSEBERRY, RED CURRANT,  
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LEMON SQUASH, LEMON JUICE, LIME JUICE CORDIAL.

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A SALE WHICH HAS BEEN INCREASING WEEKLY SINCE FIRST  
INTRODUCED INTO THIS COLONY, POINTS TO BUT ONE THING. IT  
MUST NEEDS BE GOOD TO WITHSTAND THE IMMENSE PRESSURE OF  
UPRISING COMPETITION AND YET DEFY COMPARISON. SMALL  
MARVEL, THEREFORE, THAT WITH THE FLIGHT OF WEEKS

## WATKINS' CROWN BRAND STONE GINGER BEER

HAS BECOME KNOWN AS THE FAVOURITE BEVERAGE OF THIS COLONY

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ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.

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FEW DOORS EAST OF HONGKONG HOTEL

Hongkong, 1st April, 1903.

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Elegantly furnished. Reading, Drawing Room, and Smoking Rooms.  
Private Bar and Billiard Rooms for Hotel residents.  
Dining Accommodation for 300 persons.  
Private Dining Rooms.  
Special Dining Room for large parties.  
Ladies' Afternoon Tea Rooms with European Matron in attendance.  
Ladies' Cloak Room.  
Ping-Pong Room.  
Hydraulic Elevators to every floor.  
Electric Lighting.  
Electric Fans (if required).  
Hot and Cold Water throughout.  
Wines and Groceries specially imported by the Hotel.  
Hotel Linen washed on the premises by machinery.  
Bedroom Accommodation—131 rooms.  
Fire Extinguishing Mains and Emergency Exits on every floor.

CHARGES MODERATE.

**H. HAYNES,**  
Manager.

## THE PEAK HOTEL.

Admirably Situated. Sheltered from the North-East Monsoon and Open to the South-West Monsoon.

A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS INTO THE HOTEL.

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Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted.  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.

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A FIRST CLASS HOTEL Situated near the Banks and Principal Offices.  
Excellent Cuisine and Wines.  
Large and lofty Rooms, elegantly furnished.  
Hydraulic Elevator, hot and cold water throughout.  
Special Rates for Tourists.  
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**MANAGER.**  
Hongkong, 31st October, 1902.

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**PLUNKET'S GAP, THE PEAK, near the**  
Tram Terminus.  
Tel. 56.  
For Terms, apply to the  
**MANAGER.**  
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THEIR First-class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms. Cuisine Excellent. Prompt Attendance. Terms very Moderate.  
L. HING KEE, Proprietor.  
Telegraph address "HINGKEE" [1844]

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HAS been re-opened under European management and most strict supervision as a food, cleanliness, and hygiene of the place. All comforts of a home.  
A most pleasant retreat for those desirous of a few days rest and quiet.  
Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.  
Macao is 40 miles south-west of Hongkong. One steamer (ss. *Hwangshan*), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.  
Cable Address—"BOAVISTA"  
For Terms, apply to  
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**BRITISH CONCESSION.**

GOOD Accommodation.  
Excellent Cuisine.  
Every Convenience for Tourists.  
T. F. DA CRUZ, Manager.  
Canton, 1st October, 1901.



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THE HONGKONG DISPENSARY.

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## BIRTHS.

On the 14th March, at New Brighton, Cheshire, England, the wife of WALTER J. CLENNELL, H.M. Consul, Kluksang, of a daughter (Edna May).

On the 21st April, at Shanghai, the wife of S. E. GREEN, of a daughter.

At 10, Kramat Road, Tanglin, the wife of JOHN F. O'NEILL, of a son.

## DEATHS.

On the 10th April, at Nagasaki, Captain I. A. KOCHE, late Secretary of the German Consulate, Nagasaki, aged 63 years.

On the 15th April, at Penang, W. H. PENNELL, Overseer of Works, Penang Municipality, aged 38 years.

On the 16th April, at Nagasaki, RICHARD ANSPAW FORD, aged 75 years.

On the 23rd April, at the General Hospital, Shanghai, PAUL HEINEMANN, of Erfurt, aged 22 years.

## The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD, U.  
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 29th April, 1903.

The belief prevails in the north that the war which is considered to be inevitable between Japan and Russia will be an event of the near future, and the news from London during the past few days has probably done much to confirm the impression. The *N. C. Daily News* institutes a comparison between the warships which Russia now has in Asiatic waters and those possessed by Japan. With the arrival of Admiral Stokelburg's Squadron—which appears for some reason or other to have proceeded from Singapore to Port Arthur without calling at Hongkong—the Russian Squadron, so far as battleships are concerned, becomes the strongest in these waters. Russia's fleet in the Far East now consists we believe, of seven, or eight battleships, ten cruisers, two protected cruisers, eleven gunboats, and several torpedo boats. Japan can only bring six modern battleships into action, whilst Great Britain at the present time has only four on the China Station. Our northern contemporary is of opinion that if Japan were vanquished at sea Russia could without much difficulty pour large

masses of troops into the Japanese islands, from Port Arthur. We doubt very much whether that would prove such an easy matter for Russia, for the conformation of the country all along the Japanese coastline is such as to enable the strongest possible defence to be made and we should be inclined to regard the success of an invasion as extremely problematical. We are in agreement with our contemporary when it declares that if, on the other hand, Japan is the victor in the inevitable naval fight the ultimate issue of the war is still more problematical. "In all probability Korea would then become the battle-ground between the two Powers" and a long and weary war would very likely be the result. Neither Power would be in the position to do the other "much damage, and the struggle would probably be ended by a treaty of mutual concessions. It is not certain that Japan could ever land a sufficiently large army to carry the struggle into Manchuria. The question would be whether Russia could get her European squadron out here to do battle with the victorious Japanese fleet; but delays are dangerous in war and during the time which would elapse before the arrival of the second Russian squadron, Japan might have inflicted irreparable damage on Russia's interests in China."

This view of the matter entirely leaves out of account the part that England would be called upon to play in the conflict as the Ally of Japan, which is a very important consideration indeed. For our part we have very little belief in the early possibility of a war between the two Powers. The probable cost in hard cash is a factor which will have great weight in the deliberations at Tokio as well as at St. Petersburg. Unquestionably, the feeling of resentment in Japan against Russia on account of her deliberate evasion of the obligations to which she pledged herself in the Manchurian Convention of last year is very strong, but we doubt whether it will issue in anything beyond strong diplomatic protests. Russia has made the fullest preparation for war in defence of her projects in this part of the world, and we believe she has too strongly secured her position to be ousted except at great cost to the Power or Powers which make the attempt. Our northern contemporary expresses the opinion that "A war between a small country like Japan and a vast Empire like Russia seems almost a hopeless task for the former, for even two great Powers like France and Britain failed to inflict really serious damage on the Russian Empire in the Crimean war. Port Arthur will very likely be another Sebastopol. The fact of the matter is that Russia is practically unconquerable." When the matter is carefully considered few, we think, will be found to dispute that conclusion.

An Indian Circus is performing at Shanghai. All the Indians are Brahmans and the proprietor and the manager are both University men.

A Danish Club is to be established in Shanghai. There are at the present time upwards of 150 Danes living in the Northern port.

A marriage will shortly take place at Shanghai between Mr. Bertram Giles, Vice-Consul and Assessor at the Mixed Court, Shanghai, and Miss Violet Gilmore, second daughter of Mr. D. Gilmore, of Shanghai.

A severe thunderstorm accompanied with very heavy rains commenced yesterday morning about three o'clock and continued until daylight. One beneficial result of the rainfall was that the streets were washed clear of the mud which had made pedestrianism and wheeled traffic unpleasant during the last few days.

Norman Argo, said to have been the original "Uncle Tom," has died at Paint Lick, at the age of 111 years. Argo was born a slave and belonged to General Samuel Kennedy, a wealthy planter of Garrard county and a former member of the Kentucky legislature. Mrs. Stowe obtained most of the material for *Uncle Tom's Cabin* from the Kentucky plantation.

The Hon. Treasurer of the Alice Memorial and Netherland Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Arratoon V. Apcar	...	\$25
Asgar and Esmail	...	10
"D"	...	10
M. G. de Champagne	...	10
E. S. Joseph	...	10
Kelly and Walsh	...	10
"B. L."	...	10
Lutgens, Einmann & Co.	...	10
J. Gregory	...	5

Some sixty of his old friends gave a farewell dinner at the Shanghai Club to Mr. Alexander McLeod, who is leaving Shanghai for a trip to England. Mr. R. W. Little was in the chair, the crumpets being Mr. R. W. Campbell, Mr. W. J. Clarke, and Mr. E. Inglis. The town band played during and after dinner. The health of Mr. McLeod, proposed by the Chairman, was drunk with enthusiasm, and after Mr. McLeod had responded in a very interesting speech, allied with reminiscences of his 39 years in China, a number of songs, concluding with "Auld Lang Syne," made the evening pass very pleasantly.

The remarkable verdict of "not exactly guilty" was given by some assessors in a recent Indian abduction case.

At Singapore on the 19th inst. while five Russian sailors who were very drunk were going off to their vessel in a sampan, the sampan capsized and one of them was drowned.

The balance sheet of E. L. Mondos, Ltd., Shanghai, for the past year shows a net profit of Tls. 59,450, and the directors recommend payment of a dividend at the rate of 10 per cent.

A petty officer of the British cruiser *Blenheim*, named Geo. B. Pottit, has been accidentally killed while jumping from the Tokyo-Yokohama train close to the last-named station.

Some correspondents, remarks the *China Gazette*, report that the amount of wealth accumulated by the late Yang Lu since the Boxer trouble had reached more than 8,000,000 taels, of which sum 5,000,000 taels had been deposited in the Russo-Chinese Bank.

Another Edict in connection with Yang Lu is worded in almost precisely the same terms as that issued for Li Hung Chang, and the same honour is granted his memorial tablet as fell to that of the far greater statesman, while the same posthumous title of "Wen Chung" is bestowed upon him.

The New Zealand Government has decided that there shall be an Empire Day in the Colony, and May 24th is the date fixed. Mr. Seddon, the Prime Minister, says it is his intention to suggest through the Minister of Education to the various education boards throughout the Colony that on Empire Day the whole of the children shall be assembled and salute the flag.

A London telegram dated the 17th inst. states that the Russian Government has publicly declared that the new Russian Far Eastern Squadron under Admiral Stokelburg, namely the two battleships *Retvizan* and *Pobeda*, six cruisers, *Novik*, *Boyatin*, *Bokatsel*, *Palas*, *Digit*, and *Diana* as well as seven torpedo boats, with 170 officers and 4,000 sailors are permanently added to the original Far Eastern Squadron though before these new war-vessels sailed it was declared that they were to relieve older ships of the squadron.

The *Straits Times* learns with great regret that the case of Mrs. Blanche Waddell of Saigon (who was arrested on a charge of trafficking in girls) should have been attended to by the doctors rather than the police. "Mrs. Waddell was in a delicate condition when she committed the extraordinary acts which led to her arrest. Had the lady any friends here, it is improbable that there would have been any cause for police interference; she had not. The sympathies of the community will be with the lady and her husband, who is an officer of the Foreign Legion in French Indo-China."

On the 19th inst. during the prevalence of a thunderstorm at Singapore, the occupants of a bungalow belonging to the 4th Company R.G.A. at Blakan Mati, had a somewhat extraordinary experience. One of the first flashes of lightning in the storm struck the bungalow, tore through the roof, the library and recreation room, splintering everything as it went along. Two soldiers were forcibly struck, one being dashed against a wall and the other scorched down the side, but singularly enough they were not seriously hurt according to the doctor who examined them.

The Judicial Commissioner of the Federated Malay States says in his report for 1902:—"I had also to deal with the subject of marriage in these States between British subjects of different races—Sinhalese and a Chinese Straits-born woman. I decided that consent with such rites and ceremonies as were accessible to attest matrimony and cohabitation with the habit and repute of matrimony was sufficient to constitute a marriage between such parties. I believe that the Secretary for Chinese Affairs has drafted a 'Chinese Family Law Enactment'—such a law is much wanted, but I think a civil registration of all marriages in these States with their varied and mixed nationalities and different religions should be required."

An Imperial Edict appoints Prince Ching, and Chui Hung-oh to act in conjunction with the Board of Revenue with reference to the establishment of a Chief Mint in Peking, where can be struck a uniform coinage for the numerous mints in the provinces, where each has a separate standard of weight, fineness, etc. As soon as the Peking mint has been started and a sufficient quantity of coins has been struck, they will be distributed to the various provinces of the Empire for circulation and may be used by the people to pay their taxes, Customs duties, etc. After this no coins other than those struck at the Peking mint will be permitted in the Empire, and the severest punishments administered to those who disobey.

A Peking telegram to the *Shanghai Times*, dated the 24th inst., says:—"Being repeatedly questioned by the Chinese Government why his Government committed such a serious breach of faith in regard to the evacuation of Manchuria, the Russian Minister has at last replied to the effect that Russia has made up her mind not to evacuate the sea port portion of Manchuria or to hand back Newchwang to China, unless the latter can see her way to give Russia a solemn promise not to open any place in Manchuria to international trade and to let Russia retain whatever revenue may be derived from the Imperial Maritime Customs at Newchwang. The representatives of Great Britain, Japan and the United States have already warned the Chinese Government against complying with these outrageous demands."

The new Tianjin Magistrate is said to be very anti-foreign, refusing even to burn foreign oil.

Thirty-five men forming the crew of the British gunboat *Tweed* have been re-landed at Hankow by a crew sent out from home.

The investigation made by the War Department regarding the charges against General Fustion have vindicated his Philippine record. The officials now place no credence in the allegations which have been made. No further action will be taken by the War Department.

A correspondent writing to the *London Times* last month said:—"I wrote a few days ago to say that a letter posted from Wei-hai-wai, via the Siberian Railway, reached me at Tewkesbury on March 10 at 4.30 p.m. Another letter posted from Wei-hai-wai on the same date, February 11, reached me at Tewkesbury at 7 p.m. on March 21. This second letter came via Hongkong."

A New York telegram of the 21st inst. says that serious anti-semitic riots are in progress in Western Russia. Over three hundred Jews have been butchered at Bessarabia on the Russian-Hungarian border. The recent edict of the Tsar is thought to be responsible for the disorders. The Jews find little consolation in the toleration edict. They are seeking to migrate in great numbers.

The *Universal Gazette* has the following:—"We learn that the Central Government demanded from the Russian Representative the other day the reason of the non-evacuation of Newchwang by the Russian forces, and received the reply that the delay was due to the large number of foreign men-of-war that had assembled at the time at Newchwang, in consequence of which that port could not be returned as at first agreed upon."

In its "Notes on Native Affairs," the *N. C. Daily News* remarks:—"The excitement prevalent during the past few days amongst Chinese merchants in these Settlements regarding rumours of an impending war between Japan and Russia was much increased yesterday by the knowledge that certain merchants who have a considerable trade with Northern ports had received telegrams from their agents in Newchwang and Moukden advising them to stop all shipments to those ports, 'as there is no doubt that the Russians are strenuously preparing for a speedy war with Japan.'"

A brass tablet bearing the following inscription has been added to the marble memorial to Dr. Chalmers in the Union Church:—"Dr. Chalmers was one of the pioneer missionaries of the London Missionary Society in South China (Canton 1852-79; Hongkong 1879-99). An eminent Chinese scholar, he was the author of several works of monumental research, the most important of which was his *Kanghi Dictionary*, while his crowning effort, and the great joy of his later years, was the preparation of his revised Chinese New Testament. Conspicuous for his noble simplicity of character, he proclaimed by his life that gospel of Jesus Christ which it was his supreme purpose to make known."

## THE HEALTH OF THE COLONY.

During the three days ended at noon yesterday 48 cases of plague were reported, all of them, with the exception of one Jew from No. 79, Wyndham Street and one Indian from No. 56, Peel Street, being Chinese. Neither of these two cases has ended fatally, but save only in three instances all the Chinese patients succumbed. Eighteen bodies were dumped, and one was found in an unnumbered house at Matsukok. The total number of cases for the year is now 394. Of these, 79 were reported during the week ended 15th April, and 72, all Chinese, terminated fatally. There were no cases of communicable disease other than plague during the period stated.

## THE BROUGH COMPANY.

Several members of the Brough Company have already gone to Australia. Yesterday, the remainder of the Company, including Mr. and Mrs. Brough, arrived in Hongkong on the *ss. Kinloch* bound for England. During their stay of five weeks in Shanghai, the Broughs had a most successful season and on Friday last, the closing night, when *The Second Mrs. Tanganyara* was produced, every seat in the Theatre was taken up half an hour before the curtain rose, and the play and the players were enthusiastically received. During their stay in the northern port the weather was not good, there being only one six or seven fine days all the time. The *Kinloch* arrived from six o'clock on Monday evening until her arrival experienced a severe storm of thunder and lightning with torrential rains.

## THE TAKU EX-FORTIFICATIONS.

The ex-Fort at Taku which has hitherto been occupied by the British and Italians was formally handed over to the Chinese Authorities at noon on the 15th inst. At about 11 a.m. Colonel Lin, with a guard of forty police and accompanied by several other Chinese officers, arrived at the Fort and invited the British and Italian officers, who were present for the ceremony, to board the Viceroy's launch, where light refreshments were provided. Panetually at 12 the British flag was lowered with the usual salute from the British, Italian and Chinese guards, which were drawn up facing it. The guards then marched to the Italian flag, which was lowered with like ceremony. The Chinese flags were then hoisted on both flag-staffs simultaneously, the guards again presenting arms. After Colonel Lin had shaken hands with the foreign officers and healths had been drunk, the old guards marched off, leaving the Fort in charge of the Chinese guard—P. & T. Times.

## TELEGRAMS.

## REUTER'S SERVICE.

## THE SOMALILAND EXPEDITION.

## COLONEL COBBE RELIEVED.

LONDON, 28th April.

General Manning has relieved Col. Cobbe, defeating the Mullah, who lost 2,000 men.

## LATER.

Col. Gough's mobile column has been engaged near Danop. Casualties, 13 killed, including two officers, and four officers wounded; the enemy's casualties amounted to 200 killed. The troops behaved splendidly and during the engagement made four bayonet charges. The Mullah's forces have greatly increased lately and are now estimated at three thousand well armed horsemen and eighty thousand spearmen.

## CHINESE FINANCIAL REFORM.

A Peking despatch states that the recent rejection by the Chinese Government of Viceroy Yuan's proposal to adopt a stamp duty was a great blow to him. This rejection was due, according to the despatch, to the corruption of the authorities at the Home Department by the Tientsin merchants and to the efforts of the political opponents of the Viceroy. Furthermore, in reply to an inquiry put to him by the Empress Dowager, General Ma is said to have intimated to Her Majesty that, as the people are generally poor, especially since the late trouble in North China, the adoption of the stamp duty would cause agitation among the public and the bad results of such agitation would be felt not only at Tientsin but at Peking. This remark of the General having been accepted by the Empress as reasonable, the matter was finally dropped. It is stated that the regulations for the stamp duty had been prepared by Mr. Tanaka, Japanese Adviser to Viceroy Yuan, and that the proposed measure formed only part of a general scheme of financial reform. In view of the easy manner in which the Viceroy's proposal has been shelved, there seems at present no hope for the financial reforms now very generally talked of, such as the adoption of gold standard or the establishment of a central bank—*China Gazette*.

## THE CHINA MUTUAL STEAM NAVIGATION CO.

Mr. Alfred Holt and his friends have not made much out of their deal in the shares of the China Mutual Steam Navigation Company as far as the working result of the past year is concerned, remarks a home paper. The times, as many shareholders in shipping ventures know to their cost, have been exceptionally bad for freight business, and though some lines have managed to come out fairly well on the right side, the China Mutual is not among the most favoured. The balance at profit and loss is £31,300, but as this is after absorbing the fund for the equalisation of dividends and the carry forward, the real outcome of the year's operation would appear to be only in the neighbourhood of £8,000, as compared with £24,200 in 1901, a sufficiently startling drop even if due allowance be made for the adverse character of the season. The dividend of 3 per cent. on the Ordinary and Ordinary "B" shares compares with 7 and 6 per cent. on these classes of shares respectively a year ago, and under the circumstances the proprietors will probably think they are lucky to get so much. The fleet has been efficiently maintained out of revenue, but with such a small income it is hardly necessary to say there is no £24,000 put by to purchase of steamers account, or any other reserve, as was the case in 1901.

## THE HUNANESE AND THE RAILWAY.

A correspondent writing to the *Shanghai Times* from Cheng King King Chi, Hunan Province, under date March 9th, says:—"The party of engineers, engaged in the survey of the Hankow-Canton Railway, arrived at this place on February 21st and were accorded a hearty welcome by the Chinese officials, who promise as a like welcome all along the line. They report that a lively interest in the new road is being shown by the people of the province, and the courtesies extended us by those with whom we have so far come in contact seem to bear out the statement. Hunan Province was, we were told, the most pronounced of all provinces in its 'anti-foreign' sentiment. Our experience with the people up to the present has been, with one exception, quite the opposite. At no other point have we met the least signs of disfavour, and in every other instance the natives of the district have shown us marked signs of friendliness. Information has been freely given us, which in one particular, at least, we were not looking for. We had been told that the superstitious dread with which the people regarded the great river was so strong that they would absolutely refuse to tell anything about its performances in the way of high water and inundations. We found them willing enough to give information in regard to it, and the natural watermarks bear out their statements as closely as could be expected in any country where scientific observations and records have not been systematically kept."

## POLICE COURT.

Tuesday, 28th April.

BEFORE MR. F. A. HANLARD (Police Magistrate).

## ALFRED ARSON.

The master of the tailor's shop at 205, Queen's Road West where an outbreak of fire occurred on the 18th inst. was with his wife and *sokis*, charged on remand with arson. All the defendants pleaded not guilty; the woman was represented by Mr. J. Grist. Exhibits in the shape of partly-burnt woodwork were shown in Court. Mr. F. Browne, Government Analyst, was the first witness examined. He said that on the 18th he received from Sergeant Grant a number of pieces of woodwork on several of which he found traces of kerosene oil; on some rags and waste paper which were sent to him he also found kerosene oil, which was present, too, in a couple of bottles and an earthenware pot consigned to him for examination. The bottles contained about a quarter of an ounce of kerosene each and the pot about a pint. Another article which showed traces of kerosene was a large tin vessel, and spirits of wine were found in a bottle similar to the other two.

The lakong who discovered the fire and reported what he saw after it had been extinguished to Sergeant Grant at No. 7 Police Station went into the box and told his story. The fire was in the basement, and he put it out. Then he called the inmates, who could tell him nothing about it. Afterwards he reported the matter to Sergeant Grant, a bundle of rags and sticks which he had picked up having aroused his suspicions.

Sergeant Grant deposed that when he went to the place in answer to the summons of the lakong he detected a strong odour of kerosene, and found traces of it in places on the stairway, which he examined as far up as the first floor in company with the master of the shop on the ground floor, who procured a light for the purpose. Witness entered the premises on the first floor, and saw that the first defendant, who opened the door to him, was dressed ready for going out. Inside, the door of a cubicle had been taken off and placed against a show-case, which smelt of kerosene and had a square hole cut in the back of it. The whole place was in a state of disorder. Witness had the house guarded and himself returned to No. 7 Police Station, whence he communicated with Chief Inspector Baker at the Central Station, who subsequently sent him the exhibits handed to Mr. Browne for examination. Witness and the master of the shop on the ground floor afterwards examined the stock and fittings on the first floor, and valued them at \$39.

The master of the shop in question gave evidence of a similar nature. The agent of the Japanese company in which the premises were tenanted for \$2,000 having assessed their value at \$100, the hearing was adjourned until to-morrow morning at ten o'clock.

## THE MURDER OF A REFORMER.

The Chairman who is under remand on a charge of complicity in the murder of Yeung Ka Wan, the Reformer schoolmaster, in his house in Gage Street over two years ago, was placed in the dock. He had already pleaded not guilty to the accusation. On the application of Mr. F. B. L. Bowley, the Crown Solicitor, the case was heard in camera.

## BELGIAN CONCESSIONS IN CHINA.

## THE HANKOW-CANTON LINE.

In the Chamber of Deputies at Brussels on the 18th ult. Mr. Vandervelde made a strong attack on King Leopold's financial enterprises in the Congo and the Far East. He stated that in 1894 the Société Générale Africaine, a company for the Congo, was founded, and after having increased its capital in 1899 from £8,000,000 to £12,000,000, it created as an offshoot a subsidiary concern—the Société Asiatique, the King supplying the majority of the initial capital to both companies. The Société Asiatique subsequently participated, he said, with the American-Chinese Development Company in obtaining the Hankow-Canton concession, which is but an extension of the American share, and secured a majority of their nationalities on the Board of the American company. The cost of the Hankow-Canton line was estimated at £200,000,000, and to find the money the King authorised, so Mr. Vandervelde alleges, on the strength of his information, £123,000,000 to be drawn from the amortisation fund of the Congo bonds. For this purpose, he said, the trustees of the Congo funds refused to agree to any such agreement, who at once declared themselves in favour of the King's plan. Furthermore, a Bill was laid before Parliament, according to which the State savings bank was empowered to invest its deposits in foreign enterprises, with the idea of assisting the enterprises in China. Baron de Faverney, Minister of Foreign Affairs, in answer, said that he reserved his full reply on the question until he had introduced his Bill dealing with settlements. As regarded the company for the survey of railways in China, the Minister said that it had obtained a concession for a railway from Peking to Hankow at the same time as the American-Chinese Development Company had obtained a concession for a line from Hankow to Canton.

## WEATHER REPORT.

The Hongkong Observatory issued yesterday the following report:—"The barometer has risen quickly. Japan falls moderately on the E. Coast of China. The depression passed into the Yellow Sea during the night and is now moving Eastwards towards the Sea of Japan. Pressure is high over E. Japan. N.E. wind freshening in the Formosa Channel; light variable winds over the N. part of the China Sea. Forecast:—N.W. and variable winds, light, unsettled thunder showers."



## THE GERMAN COLONY OF TSINGTAO.

A very interesting description of Tsingtao the German Colony in Kiaochow Bay, is published in the *N.C. Daily News*, from which we extract the following paragraphs:—

The original villages on the site of the new town have all been pulled down, their ruins being still visible in many places, the owners being paid a liberal money compensation besides having had new ground allotted to them at a distance, in which roads and drains have been built at the Government expense, and in which sanitary needs are strictly enforced—much to the disgust, if not to the benefit, of the Chinese; certainly, the benefit to European residents is indisputable and one can but regret that similar enlightened measures were not originally adopted in Shanghai and Hongkong, and still more markedly in the neighbouring port, and should be, as a matter of fact, of Choofoo, in which cities the interests of landowners and land speculators have been allowed to set aside those of the general public, whose health and comfort have been sadly impaired by being compelled to live amidst a dense Chinese population, brought around them by their own activities. A paternal government that, unlike our own municipalities, has no landowning interests to save in thus not without its advantages, however, much it is the fashion to decry, if not to despise, German officialdom—which appears at its best in Tsingtao—at least if we may judge by outside results to-day. Chinese merchants, however, to not appear, to be excluded from the Settlement proper, for there are several Chinese stores and the shop of the noted firm of "Chap Jack and Sons" is conspicuous on the sea front not far from the landing stage. The leading German firms in Shanghai and the Deutsche Asiatische Bank have also branches at this port, and are mainly established along the sea front, while a branch line from the new railway has been run along the rear of their premises by which goods can be shipped straight from the godown on board the railway trucks, a privilege that will prove valuable as trade develops so far the trade is only of a retail character but with the extension of the railway Tsingtao is bound to become the port of supply for the province of Shantung and the main outlet for the productions of the province as well as possibly of Honan beyond—to the detriment of Choofoo, as long as that now flourishing treaty port has no railway connection of its own with the interior districts.

Tsingtao already possesses two good hotels: one, the "Prinz Heinrich" a really first-class establishment; cottages have also been built to let to summer visitors, the bathing from the sandy beach of the Clara Bucht, a small bay on the east of the Settlement, amply supplied with the familiar seaside bathing machines being excellent and safe. There is a fine public day school for boys, boarders being taken by the masters, while a good education for girls is provided by the sisters of the Roman Catholic convent. A first-rate military hospital has been erected which is open to civilians though the climate is naturally so healthgiving that little need for such an institution exists. There is also a well-frequented Seamen's Home as at Shanghai; it contains, besides the usual reading and billiard rooms, a fine lecture hall with a theatre stage and numerous bedrooms; these latter are let for the night at a charge of 40 cents for petty officers, 2 in a room, and of 20 cents for seamen who have each a separate cubicle. The barracks for the garrison and the accommodation for the large administrative staff are, it goes without saying, as roomy and convenient as it is possible to make them, and their architectural features are among the chief adornments of the town.

In taking leave of Tsingtao we must again express our admiration at witnessing the great result achieved in so short a time and the good taste and practical sense displayed in laying out and building up the new city. The architecture of the public buildings is of a high order and agreeably varied; it ranges from antique German to the newest renaissance. The Seamen's Home, to which we alluded above, is a fine specimen of the former style. A bay is being built out in the sea-wall front, on which is to be erected a monument to the memory of the first Governor, Jacobshke, whose sudden death was an irreparable loss to the young colony. Another reflection that cannot but force itself upon a Treaty Port resident visiting Tsingtao is the boon that is enjoyed in a free hand, untrammelled by Chinese obstruction, in forming a trading station healthy and convenient for foreign residents; while benefiting the natives of the place by the immediate expenditure of European energy and capital, the empire generally gains new trade facilities such as its own officials will never promote of their own accord. In one important point the new colonial system of Germany is far in advance of our own boasted British system. Land speculators are not given a free hand with consequent overcrowding and disease, as in Hongkong for instance. Land is not sold except for immediate utilisation, and stringent conditions are laid down with regard to the class and condition of the buildings to be erected. These facts lead us to conclude, if not entirely to approve, the methods by which Kiaochow and other like places have been wrested from a corrupt and decaying government, a government careless of progress and opposed to every innovation, and whose officials, largely traders themselves, discourage enterprise in others, especially where leading to increased intercourse between their own people and the improving outsider.

BETWEEN the party offering imitations of Macmillan's *Peter's* "They come as a boom and a blessing to men. The Pickwick, the Owl, and the Waverley." Sold at all Stations. Macmillan & Co., Ltd., Waverley Works, Edinburgh. [1245-3]

## REVIEWS.

*The Victualling of the Royal Navy: Past, Present and Future.* By ALEXANDER TURNBULL, M.D. London: Elliot Stock, 62, Paternoster Row.

THIS is an eminently practical and valuable work from the pen of one well qualified to discuss the subject of the victualling of the Navy. Dr. Turnbull's position as Inspector-General of Hospitals and Fleets gave him advantages such as few others possess for studying the subject, and besides, the author has been able to gain access to State papers, historical documents, official reports and a seventeenth century private diary not hitherto published; so that his work is nothing if not well-informed; while the juxtaposition of the old records to those of the present time enables one to grasp the salient points, to follow with facility the development of the victualling system and to judge in what directions it may yet fall short. Dr. Turnbull (who, by the way, served for some time on the China Station) tells us in a preface that he was led to make the researches which have resulted in this publication by an article in the *Nineteenth Century* and *After*, from the pen of Vice-Admiral Sir Cyprian A. G. Bridge, K.C.B., "Did Elizabeth Starve and Rob her Sailors?" in which the Elizabethan is so favourably contrasted with the Victorian victualling of their Royal Navies; and by reason of the fact that the subject of the Naval ration has attracted much public attention lately.

In the article referred to Admiral Bridge stated: "It will most likely be a surprise to many people to find that the seamen of Elizabeth were victualled in a more abundant and much more costly scale than the seamen of Victoria. There is now a small allowance of oatmeal, pepper, mustard and vinegar, against which may set the 'purser's necessities' of Elizabeth's day." But, as the author points out, the "purser's necessities" of Elizabeth's day do not appear to have been either nutritious or condiments; Sir William Monson, whose naval service extended from 1585 to 1616, says "The purser is allowed by every man 6d. the month to provide necessaries, as wooden dishes, cans, candles, candlesticks and lanterns for the hold." Dr. Turnbull does not agree that the Elizabethan ration was "more abundant," and as to its being "more costly" he gives the reminder that it is necessary to consider the purchasing and transporting power of money at the two periods specified.

"That this question may be misleading (he continues), in I think, apparent from the report of the Committee on Navy Estimates, presented to Parliament in 1901. Here it appears that in 1874-75 the total value of the Government ration, at rate-book prices, was 11,957d. per man (or officer or boy, as all are rationed alike in the Navy), while the 'savings price' was 7,939d. There was therefore at the time a marked difference between the two in favour of the Crown; but, owing to a fall in prices, the cost of the seamen's ration to-day is 8,624d., the 'savings price' remaining as before."

As a comparison it may be mentioned that Commander O.N. Robinson (*The British Fleet*, London, 1896), quoting from a seventeenth-century writer, says: "In the late Queen's time many thousands died miserably by the corruption as well of the drink as of the meat." Again: "Raleigh says that old oil and fish cakes were used for the storage of beer, and Sir Richard Hawkins thought that in twenty years 10,000 men died from scurvy infections. The rations were probably not rendered more appetizing by the manner in which they were cooked."

Dr. Turnbull proves conclusively, we think, by means of his arrayed facts and his victualling tables that the present dietary of the Navy is vastly better than that of Elizabethan times. He concludes by summarising the report of the Victualling Committee appointed in 1900 and tabulates the improved scale of rations which is to be observed in the future. With the result of the Committee's enquiry, he, as one of the medical witnesses, expresses great satisfaction, only regretting that the Committee were unable to establish, as a ration, an issue of soluble chocolate for the men on duty in the middle watch—viz., from midnight to 4 a.m.—but to leave it to the discretion of Commanding Officers, who, it may be hoped, may exercise their discretionary powers liberally and judiciously; also the issue of the spirit ration in the evening, but here a disciplinary question arises, and this time of issue is left to the decision of the Commanders-in-Chief.

The book can be obtained from Messrs. Kelly & Walsh. 1 rise, 90 cents.

*Dorrien of Cranston.* By BENJAMIN MITFORD. London and Bombay: George Bell & Sons. Mr. MITFORD's stirring serial story which is now running in the *Daily Press* has served to show in a marked degree the excellent work of which this author is capable. We can advise all who have found detection in following the fortunes of his Rayner to make haste in securing *Dorrien of Cranston*. It is a splendid tale, well told, full of vivacity, not wanting in the matter of adventure, and withal admirably arranged as regards light and shade. Besides the strongly-drawn hero of the story, there are many good character sketches, of whom the best are a lovely old rector of ecclesiastical leanings and his no less lovely daughter. If there is one thing to be found fault with, it is the verbatim report of the evidence at Dorrien's murder-trial at the end. It has been done so often. Yet one cannot grieve its tragic intensity or its value as a dramatic dénouement.

*Karl of Erbach.* By H. C. BAILEY. London and Bombay: Longmans, Green & Co. Some of our readers may have already had the pleasure of perusing this novel as it appeared

in *Longmans' Magazine* under the title of *Prince Karl*. It having been subsequently discovered, however, that the title had previously been used for a play written by Mr. Archibald C. Gunter, the book has been entitled *Karl of Erbach*. The story is one of battle, love and statecraft: a story of the period of the Thirty Years' War, of Solgan and Lichtenstein, Mr. Bailey has a power of vivid description and a subtlety of method which make for excellent effect in the telling of his tale. Karl is a convincing creation; Fero Joseph and the Comte de Lormont are exquisite studies in the diplomatist type. The love passages are finely done and the whole book is engrossing. It is on sale at Kelly & Walsh's.

## ATTACKED BY A CAT.

A Manila journal reports that Mr. Fred Emerson of Messrs. Macdonald & Co. has had to go to hospital for treatment of injuries inflicted by a cat. This cat had a family of kittens. During her absence one of the young ones got out of the box in which they were kept and was unable to get back, whereupon it commenced to howl. Mr. Emerson was in the act of lifting it into its house when the mother appeared and flew at his face. The infuriated animal scratched him severely on the face and head and afterwards followed him into the office and again attacked him, but was at last beaten off with the arm of a chair. Mr. Emerson was badly hurt.

## SINGAPORE R. I. MAIL SERVICE.

In the report for 1902 on the Postal and Telegraph Department of the Straits Settlements appears the following passage:—

"In pursuance of a broad policy, the Government entered into an agreement with the British India Steam Navigation Company for a fortnightly service, commencing in February, 1902, from Singapore to Negapatam for the conveyance of mails for onward transmission to Europe by the Indian service. The new service, which has been a conspicuous success, alternates with the direct bi-monthly P. & O. packets, the two together affording regular weekly postal communication to Europe, the packets leaving Singapore at a fixed hour on a fixed day of the week. The same Company is also subsidised for a service between Penang and Negapatam, in both directions, for the carriage of European mails. The total amount paid to the Company for 1902 was \$52,208."

## THE PANAMA CANAL.

Discussing the effects which the Panama Canal will have on trade, the *London Report* says:—

The Panama Canal, of course, means a great deal to us, for it will have a marked effect upon the world's trade routes, as a glance at the map helps us to realise. It will join the Atlantic and Pacific seaboard of the United States, and doubles the effective fighting power of the American Navy. It will largely help the United States to further dominate the whole of the American Continent, for with the canal our ships can circle North America. It will make them sovereigns for all practical purposes, of Central America, and the Monroe doctrine, already accepted by British statesmen, will be a greater reality than ever in the course of half a generation. It will enable America to control the Pacific Ocean, from which we are so far removed, and help it considerably in its trading relations with Siberia, China, and Australasia. Any thoughtful man who will glance at the countries which front the Pacific Ocean will see what great issues are likely to arise in connection with it. But whatever happens, America, with the Panama Canal out, with possession of the Philippines, and with the best harbour in the South Pacific besides, will be in an immensely strong position.

## A SOLDIER'S FRACAS IN PEKING.

On Easter Sunday in the Capital some German soldiers and Austrians (chiefly Dalmatians from the Adriatic) were drinking in a friendly manner in a native-kept canteen, opposite the *glacis* in front of the Austrian barracks. A German sang a song to which an Austrian took objection; and a small tavern melee occurred, in the course of which the Germans put the Austrians out. Next morning the Austrians told a German it would be their turn to-day, and accordingly during the afternoon the row was raised again in the same canteen, but for no reasonable cause. It is not quite certain, but it is said the Austrians or some of them had weapons, but the Germans in accordance with General von Rohr's orders were without side-arms. This time the Germans were overpowered and turned out, but as the news spread to the other canteens hard by they were reinforced, and as the Austrian barracks were in sight, some of their men leaped over the wall and very soon there was a pretty general melee of the description that may be seen in any English garrison-town where two regiments do not harmonise. Four Germans got clouted so severely as to have to go into hospital, and six others were scratched but have not been absent from duty. One Austrian has had to go into the doctors' care, and five are said to have been bruised like their six quondam friends of the other side.

The whole thing was finer as a spectacle than as a fight, and was viewed by some civilian foreigners with the greatest interest. The *glacis* was for a time like a Yorkshire football-match when town feeling runs high, and the referee is weak. The authorities are investigating the matter and are quite aware how these occurrences are misinterpreted by the Chinese who, by the way, feel in all directions from the scene in a state of panic.—P. & T. Times.

## THE TRANS-SIBERIAN ROUTE.

## MORE ADVICE TO TRAVELLERS.

A gentleman who travelled to England by this route recently, in a letter to a friend in Tientsin, gives the following advice to intending travellers:—

Do not overload yourself with baggage. A stout rug, a good warm overcoat and a cushion or pillow will suffice.

Take a block tin kettle for hot water, which you can throw away when you reach Irkutsk. It should hold sprits. Have a good quantity of straws. Fresh milk cannot always be bought. A couple of tins of biscuits and such things as Biscuits are always in order.

The Chinese vendors along the line are quite as good as and cheaper than the Russians.

When booking from one station to another, have the exact fare ready, if possible. If you want change, examine it carefully before leaving the booking office.

When you arrive at a station, go straight to the buffet. You will know it by the other passengers rushing for it, and take the first seat. Don't worry about the train leaving while there are Russian travellers in the buffet.

Take your kettle for hot water, a good large one, as hot water is supplied free at every station. You will see the Russians going with their kettles.

On reaching a station where you have to change trains, if you have only a few hours to wait, still go to a hotel. Take your baggage with you. Never let it out of your sight for a moment, as it may remain for ever in sight.

Letters of credit, which can be cashed at Nanking or Port Arthur, for the sum of £40 will carry you through very comfortably, but it is advisable to take another £10 for emergencies.

Be sure to take the train de luxe from Moscow. It is faster by two days than the other, and much more comfortable.

If ladies are travelling, a large curtain and a small ball of twine will be found very useful to curtain off your partition of the corridor.

Get 200 carefully selected Russian sentences from a Russian.

Second class is good enough for anyone.

If you are at all run down, do not go via Siberia, but by all means take the sea route.—P. & T. Times.

## AN ABANDONED BARKENTINE.

The *Manila Times* says that further details are to hand regarding the abandonment by her crew of the Norwegian barkentine *Prince George*, the crew of which were picked up by the coastguard steamer *Tablas*.

Captain J. Miller of the *Tablas* reports that after landing the castaways he offered to take the master of the *Prince George* with him to make a search for his vessel. This offer the Norwegian captain declined and absolutely refused to have anything more to do with the matter. The *Tablas* accordingly proceeded on her voyage to Jolo and discovered the *Prince George* with all sails set about two miles southeast of Dipolog, one of the Samar Islands. The barkentine was bearded. It was found that both her bow and stern anchors had been let go with twenty-five fathoms of chain attached to each, but neither had reached the bottom. A cold chisel and hammers lying upon the deck led to an investigation which revealed the fact that a hole had been cut in the ship's side. There were eleven feet of water in her rising two feet above the cargo in the lower hold. The hole was plugged and the ship cleared of water with her own pumps in four hours and the anchors hove up. The *Tablas* then towed the *Prince George* to a safe anchorage on the west side of Tatalan Island and proceeded on her voyage to Jolo, leaving an officer and three men in charge of the derelict. On her return from Jolo the *Tablas* towed the barkentine into Zamboanga, arriving there on the 14th inst.

The *Prince George* is an iron barkentine of 472 tons net register and had been out from London eleven months, bound for China. The length of her voyage is attributed to the fact that her cargo was 800 tons of pitch, a large part of which was stowed between decks. When the ship entered the hot latitudes the pitch between decks melted and ran into the hold, thus putting all the weight in her bottom and making it impossible for her to sail in the light breezes which she encountered. Her bottom too became so foul that she could make but slight headway.

Captain Miller reports that neither the ship nor her cargo are in any way damaged and that all that will be necessary to enable her to proceed on her voyage will be a slight shifting of her cargo and scraping her bottom.

## SINGAPORE POST OFFICE.

The report on the Post Office at Singapore shows that during last year 10,990,455 articles were received and despatched, as compared with 8,087,888 articles in 1899, the increase being 36 per cent. If the articles dealt with last year could be placed end to end in a line they would measure over 1,200 miles. The postage on the heaviest letter packet posted in 1902 was \$67.85, and the letter was sent by a Chinaman. The mails were enclosed in 76,316 bags, 9,559 packets and 3,826 boxes, being an increase of 17,624 bags, 1,126 packets, and 1,816 boxes over those of 1899. The mails, weighed 780 tons, and in addition to these 39,540 bags, etc., or foreign transit mails, weighing 490 tons, were transhipped by this Department. At the Chinese Sub-Post Office 748,303 letters from colonies were posted, which is an increase of 103,147 over the number transmitted in 1901. The revenue collected by the Post Office was \$308,209.75, exceeding that of 1901 by \$62,764.92. The expenditure of the Department was \$312,730.27, which is \$38,511.32 in excess of that for 1901.

## PHOTOGRAPHIC

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[38]

## NERNST

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[a70]

## THE CAPTURE OF KANO.

## HOW THE CITY WAS STORMED.

The troops forming the expedition against Kano, under the command of Lieut. Colonel Morland, left the advanced post of Zaria on the afternoon of the 25th January. On February 1 the forces captured the walled town of Faki, midway between Zaria and Kano. When a storming party entered the place it was found that the King and three chiefs, with their horses had been killed by a shell. Lieutenant Wright, of the Mounted Infantry, was wounded and thirty of the enemy were killed.

At eight o'clock on the morning of February 3rd Colonel Morland halted within eight hundred yards of the walls of Kano. The Maxims were placed in position at 400 yards range, and four guns were brought into action against the main gate. After an hour's engagement it was found impossible to breach this gateway, and the walls, which were 40ft. thick at the bottom and 4ft. at the loopholes, proved quite impervious to the fire of the 75-millimetre guns. An attack was accordingly directed against another gate further to the west. A hole was made in the second gateway, and a storming party under Lieutenant Dyer and Gascoigne was despatched to carry it by assault. An entrance was effected and the moment Lieutenant Dyer, who was at the head of the storming party, entered the city, the enemy left the walls.

Colonel Morland marched to the King's Palace, which was found to be in itself a strong fort surrounded by a high wall and covering fifty acres of ground. The King had bolted, having started off for Sokoto with a thousand cavalry on January 2, but he had left his leading fighting men behind with orders to fight to the death. The enemy's fighting force included 800 cavalry and 5,000 infantry, of whom 300 were killed. The British captured eighty horses, several hundred guns, and a large quantity of powder and cartridges. Many of the latter were French, and there is reason to believe that there were French deserters among the defenders.

Lieutenant Dyer was twice wounded in leading the storming party, once severely by a sword cut on the wrist, and slightly on the arm by an arrow. Lieutenant Farquhar was slightly wounded in the arm. Up to the present twelve men have been reported wounded. Lieutenant Wright had his horse shot under him.

## LATEST STEAMER MOVEMENTS.

The M.M. steamer *Salazie*, with the next French mail, left Singapore on the 28th inst. at 3 p.m., for this port via Saigon.

The Boston Steamship Co.'s steamer *Shawmut* arrived at Vladivostok on the 28th inst.

The N.P. steamer *Tacoma* left Yokohama for Victoria and Tacoma on the 28th inst.

The P. & A. steamer *Indragama* arrived at Portland (Or.) on the 28th inst.

The N.Y.K. steamer *Hitchi Maru* (European Line) left Shanghai for this port on the 27th inst., and is expected here to-morrow.

The N.G.I. steamer *Jachia* left Singapore for this port on the 28th inst., and may be expected here on the 6th prox.



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Per Doz. ... .. \$15

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[41]

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CHEESE. No. 40, COCHANE STREET

CENTRAL.

Hongkong, 7th April, 1903. [1076]

## WANTED.

SOME Smart YOUNG PORTUGUESE as LEA! NERN in the Telegraph Office. Apply to the CONTROLLER, GREAT NORTHERN TELEGRAPH CO. Hongkong, 28th April, 1903. [1253]

## WANTED AT ONCE.

AN EXPERT TYPEWRITER. Good Salary to efficient worker. JOHNSON, STOKES & MASTER, 8, Des Vaux Road Central. Hongkong, 27th April, 1903. [1280]

## SITUATION WANTED.

YOUNG ENGLISHMAN (24) 34 years old East, conversant with German and French and Bookkeeping, desires position in any capacity with firm of good standing. Apply by letter to—

C. L. Care of Daily Press Office. Hongkong, 1st April, 1903. [1290]

## COAL STORAGE.

YAU MATI. Iron Piers. Every facility for loading and discharging Cargo-boats. Apply to—

G. C. MOXON, Manager, CHINA COMMERCIAL CO., Ltd., Victoria Buildings. Hongkong, 25th April, 1903. [1270]

## TO CONNOISSEURS.

## FOR SALE.

A SMALL Collection of the Choicest OLD CHINESE PORCELAIN, ENAMELS and BRONZES. For Particulars, apply to—

"KERAMOS," Care of Daily Press Office. Hongkong, 4th April, 1903. [1464]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 a.m. and 4 p.m. daily, Sundays excepted, to receive and deliver perishable goods. Wm. FARLANE, Manager. Hongkong, 13th November, 1901. [65]

HIGH-CLASS CHRISTMAS CAKES, decorated ... from \$1.00 Plain Christmas Cakes, ... 0.50 German Hand Cakes, ... from \$1 to \$5.00 Assorted Pastry Cakes, ... per dozen 0.60 Scotch Buns, ... from 1.50 Fresh Stollen, ... 2.00 Mince Pies, ... per dozen 2.40 Chicken and Ham Pies, ... from 3.00 Chicken and Ham Patties, ... 5.00 Game Pies, ... from 5.00 Christmas Puddings, &c., to Order. Christmas Cakes, &c., to Order. 142, Praya East, ANGLO-AMERICAN STORES, 64, Elgin Road, or ROYAL ORATED WATER DEPOT, Ice House Street. Hongkong, 19th December, 1902. [117-1]

## CARTRIDGES.

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WM. SCHMIDT & CO. Hongkong, 29th November, 1902. [1188]

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Hongkong, 16th February, 1903. [639]

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To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, 2, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf, 3, together with the number denoting the section.

1. From Green Island to the Harbour Master's Office.  
2. From Harbour Master's Office to Kowloon Wharf.

3. From Kowloon Wharf to Naval Yard.  
4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	SOCOTRA	Brit. str.	2 m.	C. J. Benton	P. & O. S. N. Co.	To-morrow, at 10 A.M.
LONDON, &c., VIA PORT OF CALL	COLOMANDEL	Brit. str.	2 m.	F. J. Fox	P. & O. S. N. Co.	On 9th May, at Noon.
LONDON	PATERFORD	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 26th May.
LIVERPOOL VIA GENOA	ALCANTARA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 4th June.
LIVERPOOL VIA GENOA	ADAMANT	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 17th May.
MARSEILLES, LONDON & ANTWERP, &c.	HITACHI MARU	Jap. str.	2 m.	J. Campbell	BUTTERFIELD & SWIRE	On 2nd June.
MARSEILLES, &c., VIA PORT OF CALL	YABBA	Fren. str.	2 m.	Negro	NIPPON YUSEN KAISHA	On 2nd May, at Daylight.
MARSEILLES, LONDON & ANTWERP, &c.	JASON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th May, at 11 A.M.
MARSEILLES, LONDON & ANTWERP, &c.	WAKASA MARU	Jap. str.	2 m.	J. B. McMillan	NIPPON YUSEN KAISHA	On 15th May.
MARSEILLES & ANTWERP	TANTALUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st May, at Daylight.
BREMEN, VIA PORT OF CALL	KIATTSCHOU	Ger. str.	2 m.	Behrens	MELCHERS & CO.	To-day, at Noon.
HAYRE & HAMBURG	SERBIA	Ger. str.	2 m.	Ebbelmann	HAMBURG-AMERIKA LINIE	On 7th May.
HAYRE & HAMBURG	SAXONIA	Ger. str.	2 m.	Brahmer	HAMBURG-AMERIKA LINIE	On 18th May.
HAYRE & HAMBURG	STASSBURG	Ger. str.	2 m.	Forst	HAMBURG-AMERIKA LINIE	On 2nd June.
HAYRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Madsen	HAMBURG-AMERIKA LINIE	On 16th June.
TRIESTE, &c., VIA SINGAPORE, &c.	MARIA VALERIE	Aut. str.	2 m.	Borok	HAMBURG-AMERIKA LINIE	On 30th June.
NEW YORK, VIA SUEZ CANAL	AFRIDI	Brit. str.	2 m.	Herberovich	SANDER, WHEELER & CO.	On 2nd May, r.m.
NEW YORK, VIA SUEZ CANAL	PENROCKSHIRE	Brit. str.	2 m.		DODWELL & CO., LD.	About 3rd May.
NEW YORK, VIA SUEZ CANAL	NUBIA	Ger. str.	2 m.	von Hoff	HAMBURG-AMERIKA LINIE	On or about 15th May.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 8th May.
VICTORIA (B.C.) & TACOMA VIA JAPAN	EMPEROR OF JAPAN	Brit. str.	2 m.	Geo. Wright	CANADIAN PACIFIC R. CO.	On 15th May, at Noon.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	RIJUN MARU	Jap. str.	2 m.	N. Ohno	DODWELL & CO., LIMITED	On 5th May, at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA HANGKAI, &c.	ITO MARU	Jap. str.	2 m.	C. H. Butler	NIPPON YUSEN KAISHA	On 19th May, at 4 P.M.
PORTLAND, OREGON	AFAX	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th May.
AUSTRALIAN PORTS	INDRAPURA	Brit. str.	2 m.	Hollingsworth	PORTLAND & ASIATIC S.S. CO.	On 14th May.
AUSTRALIAN PORTS	THINAN	Brit. str.	2 m.	Holmes	GIBB, LIVINGSTON & CO.	On 6th May, at Noon.
CHEMULPO, DALNY & PORT ARTHUR	SULLBERG	Ger. str.	2 m.	Meyer	BUTTERFIELD & SWIRE	On 16th May.
MOJI, KOBÉ & YOKOHAMA	BOMBAY MARU	Jap. str.	2 m.	T. Mami	HAMBURG-AMERIKA LINIE	On 2nd May, at 5 P.M.
KOBÉ	TSINAN	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 16th May, at Noon.
KOBÉ & YOKOHAMA	KAWACHI MARU	Jap. str.	2 m.	J. S. Thompson	BUTTERFIELD & SWIRE	On 8th May.
SHANGHAI & KOBÉ	BINTANG	Dan. str.	2 m.	C. Jensen	NIPPON YUSEN KAISHA	On 8th May, at Daylight.
SHANGHAI & TAKU	BOMBAY	Brit. str.	2 m.	H. S. Bradshaw	P. & O. S. N. Co.	Quick despatch.
SHANGHAI	PAKHAI	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 1st May.
SHANGHAI	WHAMPOA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 2nd May.
SHANGHAI, KOBÉ & YOKOHAMA	SALEZIA	Fren. str.	2 m.	Aubert	MESSAGERIES MARITIMES	On or about 5th May.
TAMSAI, VIA SWATOW & AMOY	VALETTA	Brit. str.	2 m.	W. B. Palmer, R.N.R.	P. & O. S. N. Co.	About 9th May.
AMOY, VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	1 m.	T. W. Groves	OSAKA SHOSSEN KAISHA	On 3rd May.
FOOCHOW, VIA SWATOW & AMOY	MAIDU MARU	Jap. str.	1 m.	T. Saito	OSAKA SHOSSEN KAISHA	To-day.
SWATOW, AMOY & FOOCHOW	AKING MARU	Jap. str.	1 m.	I. Goto	OSAKA SHOSSEN KAISHA	On 6th May.
MANILA, CEBU & ILOILO	THALES	Brit. str.	2 m.	Robson	DOUGLAS LARPAIK & CO.	To-morrow, at 10 A.M.
MANILA	WOOSUNG	Brit. str.	2 m.	E. P. Bishop	TOYO KISEN KAISHA	To-day, at 11 A.M.
MANILA, CEBU & ILOILO	LOONGSANG	B. it. str.	2 m.	G. S. Weigall	BUTTERFIELD & SWIRE	On 1st May.
MANILA DIRECT	ZAFIRO	Brit. str.	2 m.	R. Rodger	JARDINE, MATHESON & CO.	On 2nd May, at 10 A.M.
MANILA	SUNGKANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 6th May.
MANILA	AUSTRIAN	Brit. str.	2 m.	Holmes	GIBB, LIVINGSTON & CO.	On 6th May, at Noon.
MANILA DIRECT	RUBI	Brit. str.	2 m.	R. W. Almond	SHKAWAN, TOMES & CO.	On 6th May, at 10 A.M.
MANILA	TSINAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 16th May.
SINGAPORE, PENANG & CALCUTTA	SUNANG	Brit. str.	2 m.	James Young	JARDINE, MATHESON & CO.	On 2nd May, at Noon.
BOMBAY, VIA SINGAPORE & PENANG	ISCHIA	Ital. str.	2 m.	Magazzini	CARLOWITZ & CO.	On 12th May, at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	KINSHU MARU	Jap. str.	2 m.	F. L. Pyne	NIPPON YUSEN KAISHA	On 12th May, at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	KAGOSHIMA MARU	Jap. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	On 19th May, at Noon.

## SHIPPING.

**ARRIVALS.**  
April 27, KENTMERE, British 4-m. barque, 2,457, J. Burth, Shanghai 20th April, Ballantyne & Co.  
April 28, DENBIGHSHIRE, British str., 2,448, Evans, London 27th March and Singapore 21st April, General—SHEWAN, TOMES & CO.  
April 28, ELITA NOSSACK, German str., from Canton.  
April 28, HANOSANO, British str., 1,356, Wilde, Swatow 27th April, General—JARDINE, MATHESON & CO.  
April 28, Hekma, Norwegian str., 1,348, L. 1808, Wuhu 23rd April, Rics—SANA SE, WIELER & CO.  
April 28, KAWASCHOU, German str., 6,720, P. Lunenburgh, Shanghai 20th April, Mails and General—MELCHERS & CO.  
April 28, Kora Beng, German str., 1,400, L. Zeigenstein, Bangkok 2nd April, General—BUTTERFIELD & SWIRE.  
April 28, SOCOTRA, British str., 2,896, C. J. Benton, Shanghai 20th April, General—P. & O. S. N. Co.  
April 28, SUPRIE RICKMERS, German str., 2,262, H. Pape, Moji 22nd April, Coals—M. B. KAISHA.  
April 28, THALES, British str., 820, A. J. Robson, Coast Ports 27th April, General—DOUGLAS LARPAIK & CO.  
April 28, ULABAND, Norwegian str., 1,260, S. Androu, Moji 23rd April, Coals—CARLOWITZ & CO.  
April 28, ZAFIRO, British str., 1,811, R. Rodger, Manila 26th April, General—SHEWAN, TOMES & CO.

## CLEARANCES.

THE HARBOR MASTER'S OFFICE.  
28th April.  
Carl Dietrichsen, German str., for Pakhoi.  
Elita Nossack, German str., for Chinkiang.  
Fritzhof, Norwegian str., for Heliow.  
Hangsang, British str., for Canton.  
Kwongping, British str., for Shanghai.  
Maiduru Maru, Japanese str., for Swatow.  
Pronto, Norwegian str., for Canton.  
Tientsin, British str., for Canton.

## DEPARTURES.

28th April.  
ABIEL, Norwegian str., for Moji.  
BENLAWES, British str., for Montmein.  
DEUCALION, British str., for London.  
Elita Nossack, German str., for Chinkiang.  
HAIKONG, British str., for Canton.  
HANGSANG, British str., for Canton.  
HIPKANG, British str., for Shanghai.  
HONGWAN I, British str., for Amoy.  
KWANGPING, British str., for Shanghai.  
PRONTO, Norwegian str., for Canton.  
TIENTSIN, British str., for Canton.

## VESSELS IN DOCK.

28th April.  
ABERDEEN DOCKS—Queen Eleanor Progress.  
KOWLOON DOCKS—Montana H.C.M.S.  
Jaguar, Hyades, Canton River, Palsan, Solent, H.M.S. Phoenix, Algerine, Rosario.  
COSMOPOLITAN DOCK—H.M.S. Fearless.

## SHIPPING REPORT.

The British steamer *Thales*, from Coast Ports 27th April, had light variable winds, smooth sea and fine, clear weather to Amoy. From Amoy to Swatow moderate N.E. wind and fine, clear weather. From Swatow to port fresh breeze, heavy rain showers, with thunder and lightning. Vessels in Amoy—Haiting, in Swatow—An Pho, Shoutai, Hongchow, Pechit and Nanchang.

## NATAL LINE OF STEAMERS.

The Undersecretary GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT. PORTS every fortnight. For Freight and further particulars apply to DODWELL & CO., LIMITED, General Agents for China and Japan, Hongkong, 4th August, 1897.

## VESSELS ON THE BERTH

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.  
The Company's Steamship

"THALES."  
Captain Robson, will be despatched for the above ports 10-MORROW, the 30th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS LARPAIK & CO., General Managers.

Hongkong, 27th April, 1903. [1287]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.  
The Company's Steamship

"LOONGSANG."  
Captain G. S. Weigall, will be despatched as above on FRIDAY, the 1st May, at 4 P.M.

This Steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 25th April, 1903. [1278]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.  
The Company's Steamship

"SUISANG."  
Captain James Young, will be despatched as above on SATURDAY, the 2nd May, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 27th April, 1903. [1285]

## FOR CHEMULPO, DALNY AND/OR PORT ARTHUR.

(Calling at SHANGHAI.)  
The Steamship

"SULLBERG."  
Captain Meyer, will be despatched for the above ports on SATURDAY, the 2nd May, at 5 P.M.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 27th April, 1903. [1288]

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1903.

"AFRIDI" ... About 3rd May.

"SAGAMI" ... 23rd May.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 23rd April, 1903. [122-1125]

## HONGKONG-MACAO LINE.

S.S. "WING CHAI."  
Captain Samuel Bell Smith.

DAILY Departure from Hongkong to Macao at 8 A.M., from Macao to Hongkong at 2 P.M., Sunday included.

1st Class fare (including cabin and servant), \$3; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Steerage, \$0.50.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to DODWELL & CO., LD., 61, Queen's Road Central.

Hongkong, 29th April, 1903. [1249]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBÉ AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN TO SAIL ON

"INDRAPURA" 4,899 A. E. Hollingsworth May 14, 1903

"INDRASAMHA" 5,197 R. P. Craven June 14, 1903

"INDRAYELLI" 4,899 W. E. Craven July 14, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 29th April, 1903. [14]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

1903

R.M.S. "TARTAR" 4,425 Tons WEDNESDAY, 6th May.

R.M.S. "EMPERESS OF JAPAN" 6,000 Tons WEDNESDAY, 13th May.

R.M.S. "ATHENIAN" 3,882 Tons WEDNESDAY, 27th May.

R.M.S. "EMPERESS OF CHINA" 6,000 Tons WEDNESDAY, 3rd June.

R.M.S. "EMPERESS OF INDIA" 6,000 Tons WEDNESDAY, 24th June.

R.M.S. "TARTAR" 4,425 Tons WEDNESDAY, 15th July.

R.M.S. "EMPERESS OF CHINA" 6,000 Tons WEDNESDAY, 22nd July.

R.M.S. "ATHENIAN" 3,882 Tons WEDNESDAY, 5th Aug.

R.M.S. "EMPERESS OF INDIA" 6,000 Tons WEDNESDAY, 12th Aug.

R.M.S. "EMPERESS OF INDIA" 6,000 Tons WEDNESDAY, 26th Aug.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. A. KOWN, General Agent, Pedder Str. 61.

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## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES

SOCOTRA 10 A.M., 30th April Freight only.

G. J. Benton R.N.R.

SHANGHAI and TAKU About 1st May Freight or Passage.

H. S. Bradshaw

LONDON &c. COLOMANDEL Noon, 9th May See Special Advertisement.

F. J. Fox

SHANGHAI VALETTA About 9th May Freight or Passage.

W. B. Palmer, R.N.R.

For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 29th April, 1903. [1]

## TOYO KISEN KAISHA

## REGULAR SERVICE

## MANILA

## BETWEEN HONGKONG AND

## MANILA IN 48 HOURS.

## LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship Captain Tons Sailing Date

"ROHILLA MARU" E. P. Bishop 3868 Wednesday, 29th April, at 11 A.M.

"ROSETTA MARU" N. Tate 3576 Tuesday, 5th May, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Lee House Street.

Hongkong, 23rd April, 1903. K. NAKASHIMA, Manager. [478]

## NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer Captain Tons Sailing Date

HYADES Geo. Wright 3,753 May 5th

SHAWMUT W. M. Smith 9,606 May 21st

VICTORIA J. Panton 3,502 May 23rd

PLEIADES F. G. Farrington 3,753 May 31st

Steamers marked \* have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR AND EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to DODWELL & COMPANY, LIMITED, GENERAL AGENTS.

71 IMPERIAL GERMAN MAIL LINE.



## OCEAN STEAM SHIP CO., LD.

## CHINA MUTUAL STEAM NAVIGATION CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"JASON"	On 29th April.
GLASGOW and LIVERPOOL	"HYSON"	On 6th May.
GLASGOW and LIVERPOOL	"AJAX"	On 18th May.
GLASGOW and LIVERPOOL	"ANTENOR"	On 25th May.
GLASGOW and LIVERPOOL	"PELEUS"	On 1st June.
GLASGOW and LIVERPOOL	"OOPACK"	On 9th June.

## HOMEWARDS.

FROM	STEAMERS	DATE
MARSEILLES, LONDON and ANTWERP	"JASON"	On 12th May.
LIVERPOOL via GENOA	"AGAMEMNON"	On 17th May.
MARSEILLES and ANTWERP	"ANTALUS"	On 21st May.
LONDON	"PATROCLOS"	On 26th May.
LONDON	"CALCHAS"	On 31st May.
LIVERPOOL via GENOA	"HYSON"	On 12th June.

## TRANS-PACIFIC SERVICE.

FROM	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS	"AJAX"	On 20th May.
NAGASAKI, KOBE, and YOKOHAMA	"CALCHAS"	On 24th inst.
The S.S. "CALCHAS" left Singapore on the 24th inst., and is expected here on the 29th inst.		
The S.S. "PAKLING" from Seattle and Tacoma, left Moji on the 26th inst., a.m., and is due here on the 30th inst.		
The S.S. "ACHILLES" left Yokohama on the 19th inst., for Kobe and Hongkong.		

Butterfield &amp; Swire, Agents.

Hongkong, 28th April, 1903.

## CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	DATE
MANILA, CEBU and ILOILO	"WOOSUNG"	On 1st May.
SHANGHAI	"PARKER"	On 2nd May.
SHANGHAI	"WHAMPOA"	On 4th May.
KOBE	"TSINAN"	On 6th May.
MANILA	"SUNGKIANG"	On 8th May.
MANILA	"TSINAN"	On 16th May.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	On 16th May.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

Butterfield &amp; Swire, Agents.

Hongkong, 28th April, 1903.

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FROM	STEAMERS	DATE
TAMU, VIA SWATOW	"DAIGI MARU"	SUNDAY, 3rd May.
TAMU, VIA SWATOW	"DAIJIN MARU"	SUNDAY, 10th May.
ANPING, VIA SWATOW	"MAIDZURU MARU"	WEDNESDAY, 29th May.
FOOCHOW, VIA SWATOW	"ANPING MARU"	WEDNESDAY, 6th May.

The Co's new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co's Poston at the Customs water front premises at Tamsui to land all passengers and cargo.

By the Co's Steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
HITACHI MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 2nd May, at DAYLIGHT.
RIOJUN MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 5th May, at 4 P.M.
KAWACHI MARU	KOBE and YOKOHAMA	FRIDAY, 8th May, at DAYLIGHT.
KINSHU MARU	BOMBAY, via SINGAPORE and COLOMBO	TUESDAY, 12th May, at NOON.
BOMBAY MARU	KOBE, MOJI and YOKOHAMA	FRIDAY, 15th May, at NOON.
WARASA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 16th May, at DAYLIGHT.
KAOSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	TUESDAY, 19th May, at NOON.
IYO MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 19th May, at 4 P.M.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office in Prince's Building, First Floor, Charter Road.

THE EAST ASIATIC COMPANY, LIMITED.

## NOTICE.

STEAM FOR SHANGHAI AND KOBE.

THE Danish Steamer

"BINTANG."

Captain C. Jensen, will have quick dispatch as above.

For Freight or Passage, apply to

MELCHERS & CO., Agents.

Hongkong, 22nd April, 1903.

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at PHILIPPINE PORTS.)

THE "Shire" Line Steamship

will be despatched on or about FRIDAY, the 15th May.

The American Asiatic Steamship Company's

"NORMAN ISLES"

will be despatched on or about MONDAY, the 15th June.

For Freight, &c., apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 17th April, 1903.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FUME AND TRIESTE DIRECT, calling at SINGAPORE, BANGKOK, COLOMBO, ADEN, RUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MARIA VALENTIA"

Captain Berberovich, will be despatched as above on SATURDAY, the 2nd May, P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 17th April, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 5th May, 1903, at 11 A.M. the Company's Steamship "YARRA," Captain Negro, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 4th May. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 18th April, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched as above on WEDNESDAY, the 6th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 15th April, 1903.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH PASSENGER GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"COROMANDEL"

Captain F. J. Fox, carrying His Majesty's Mails, will be despatched from this Port for Bombay, on SATURDAY, the 9th May, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 27th April, 1903.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

S.S. "CHU KONG" (Captain Mason).

DEPARTURES from Hongkong to Macao daily at 8 A.M. (Sunday included).

Departures from Macao to Hongkong daily at 2 P.M. (Sunday included).

This steamer is the fastest and has superior Cabin accommodation.

FARES:

1st Class ..... \$2.00

2nd ..... 1.00

3rd ..... 0.50

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO., No. 42, Bonham Street West.

Hongkong, 11th March, 1903.

CHINA NAVIGATION CO. LIMITED.

HONGKONG-MANILA REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS fitted throughout with Electric Light. FIRST CLASS ACCOMMODATION UNRIVALLED TABLE DUTY QUALIFIED EUROPEAN CATERING.

BUTTERFIELD & SWIRE AGENTS.

Hongkong, 9th January, 1903.

## NOTICE TO CONSIGNEES FROM NEW YORK.

THE HALL Steamship

Captain van Hoff, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 22nd inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 22nd April, 1903.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR," FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 30th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 7th May, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 3 P.M.

No Fire Insurance has been effected.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 24th April, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"BENGAL," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From London, &c., ex S.S. "Oriental."

From Australia, &c., ex S.S. "Australia."

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. To-day, 24th inst.

Goods not cleared by the 1st prox., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 24th April, 1903.

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PATROCLOS"

are hereby notified that the Cargo is being discharged into Craft, and/or loaded at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godowns on and after the 25th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 2nd May.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered a ter the 2nd May will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 9th May, or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th April, 1903.

AMERICAN ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ CANAL.

THE Steamship

"BENARY"

Captain J. D. Savelot, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., General Agents.

Hongkong, 24th April, 1903.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the Captain, the Agents, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:

DRAKOW, 4-m. barque, A. P. Larsson.

Jardine, Matheson & Co.

Eclyps, British 4-m. barque, McBryde.

Standard Oil Co.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 P.M., the 28th inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 25th April, 1903.

KEATING'S POWDER

IS HARMLESS TO ANIMAL LIFE.

KILLS BUGS, FLEAS, MOSQUITOES, MOSQUITOES, MOSQUITOES.

KILLS THE GENUINE POWDER BEARS THE AUTOGRAPH OF THOMAS KEATING. Sold in Tins and Bottles only.

KEATING'S WORM TABLETS.

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